

**Neighborhood** Northgate  
**Implementor** Transportation  
**Matrix** I.G. 6.2

**Activity** *Strongly encourage a Northgate Area Transportation Management Association (TMA) to assist developers, property owners, and employers in achieving the Northgate trip reduction goals. (Potential tasks are outlined in Plan.)*

I.G. 6.2: 1 of 1 **Sub-Activity** Examine parking situation around Mall and Northgate core area and determine feasibility of more short-term parking.

**Sub-Act** The Northgate Coordinated Transportation Investment Plan (CTIP) is currently trying to address this issue Jason Wachs  
**Comment(s)** among many others. Some specific draft recommendations made by the consultant firm of Mirai 10/20/05  
Transportation, Planning, and Engineering related to parking include:

1. Provide curbs, gutter and sidewalks on both sides of NE 98th St from 15th Ave NE to Lake City Way. Allow on-street parking. Integrate traffic control devices with the sidewalk improvements.

2. NE 115th St from 5th Ave NE to Lake City Way: Provide raised walkways on both sides of the street. Restrict On-street parking to one side.

Another recommendation that relates to parking in Northgate is the creation of a TMA as described below. Form a Transportation Management Association with major employers, businesses and property owners. The TMA should encourage the property owners and business to reduce the use of cars and the parking demand through joint use.

For more information on the Northgate CTIP, please contact Tony Mazzella, SDOT Project Manager, [tony.mazzella@seattle.gov](mailto:tony.mazzella@seattle.gov), telephone 206.684.0811. The next Community Forum will occur on Thursday, October 20, 7-8:30 p.m. - North Seattle Community College Cafeteria. There is also a Northgate Stakeholders Group that was formed as a result of the agreement reached in December 2004 by Mayor Nickels, the Seattle City Council, and members of the Northgate community, and represents a wide range of interests in the revitalization of Northgate.

The first charges for the group are to advise the City on a plan for open space and pedestrian connections, the Coordinated Transportation Investment Plan, the Fifth Avenue NE Streetscape Design, and planning for large developments. Large developments for the Northgate area include the Lorig development, the City's project for open space and a storm water feature to benefit Thornton Creek, King County's transit-oriented project, and expansion of Northgate Mall. This group will be discussing parking issues over time as well.

The Seattle Department of Transportation (SDOT) presented the 2005 update of the Transportation Strategic Plan (TSP) in August of 2005. This is SDOT's 20-year work plan, describing the actions SDOT will take to accomplish the goals and policies in the Comprehensive Plan, and the Puget Sound Regional Council's Destination 2030 plan and in support of Mayor Nickels' four priorities for Seattle. Some of those goals and policies related to parking are included below.

Some of the Comprehensive Plan Goals related to parking include:

TR8.1. Encourage Access to Transit in Seattle by Walking or Bicycling. Identify and implement a set of transit, walking, bicycling, and parking management strategies around rapid rail transit and major bus stops to facilitate access.

T37 Consider establishing parking districts that allow for neighborhood based on- and off-street parking management regulations to help meet urban center mode split goals.

T38 Use low-cost parking management strategies such as curb space management, shared parking, pricing, parking information and marketing and similar tools to encourage more efficient use of existing parking supply before pursuing more expensive off-street parking facility options.

T39 Restrict on-street parking when necessary to address safety, operational or mobility problems. In urban centers and urban villages Paid, on-street parking in Belltown provides customer short-term access during the daytime.

Some of the TSP Plan Elements that are meant to implement the Comprehensive Plan include:

- P1. Increase Parking Management Capabilities Through New Technology Applications.
- P2. Work with Neighborhoods on Area-Wide Comprehensive Parking Management.
- P3. Ensure a Reasonable Supply of Short-Term On-Street Parking in Downtown Seattle and Neighborhood Business Districts.
- P4. Pursue Installing Longer-Term On-Street Paid Parking.
- P5. Use Residential Parking Zones (RPZ) to Address Resident Parking Needs.
  - P5.1 Address Residential Parking Concerns Through Residential Parking Zones.
  - P5.2 Evaluate the Residential Parking Zone Program.
- P6. Respond to Individual Business and Resident Parking Requests.
- P7. Install Additional Arterial Parking Restrictions to Improve Safety, Mobility and Access.
- P8. Increase Parking Enforcement Resources.
- P9. Address Parking Impacts of Major Transportation Capital Projects.
- P10. Regularly Review Off-Street Parking Regulations.
- P11. Develop and Maintain an On- and Off-Street Parking Inventory.
- P12. Coordinate or Consolidate On-Street Parking Enforcement and Other Parking Functions.
- P13. Evaluate Neighborhood Parking Facility Proposals.
- P14. Publicize the City's Parking Programs, Rules and Regulations.
- P15. Ensure Effective Reservation System for On-Street Parking.

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Ed Pottharst  
05/07/04

In addition, SDOT is currently updating the City Transportation Strategic Plan. Neighborhood parking management will be addressed in the update. The Northgate community will be kept apprised of progress on this update.

Northgate Coordinated Transportation Investment Plan (CTIP) to begin in March, 2004 will address this and other transportation issues.

Tony Mazzella  
02/25/04

Efforts to carry out this plan recommendation would be focused on examining the parking situation around the Mall and Northgate core area, assessing the feasibility of more short-term parking, and creating a TMA that would help employers, property owners, and developers reduce automobile trips by such means as incentives (subsidized bus passes, Flexcar use, etc.)

Ed Pottharst  
02/09/04

<b>Target Completion</b>	<b>Estimated Cost</b>	N/A	<b>Status</b>	In-Progress
<b>Lead Agency/Contact</b>	Transportation; Tony Mazzella, 206-684-0811		<b>Priority</b>	Top

**Implementor Transportation****Matrix I.G. 8.3****Activity** *Reduce pedestrian/vehicular conflicts.*

*For SEPA mitigation pursuant to SMC 25.05.675R, (the SEPA traffic impact policy), mitigation may be required to mitigate on-site impacts. For purposes of this policy, traffic impacts to streets or intersections that are adjacent to the block upon which the proposed development is to occur shall be determined in the same manner as on-site impacts.*

*In the review of proposed substantial development pursuant to SMC 25.05.675R (SEPA traffic impact policy), mitigation which may be required to mitigate a development's contribution to off-site impacts, beyond the block upon which the proposed development is to occur, is limited to the measures identified below (p. 39-40) and in Implementation Guidelines 10.3, 10.4, 11.1 and 11.2, provided that additional mitigation may be required to mitigate off-site impacts which are not identified in the EIS for this plan.*

*A. On-site pedestrian safety shall be enhanced through a review of new development site plans to ensure that potential vehicular and pedestrian conflicts are minimized.*

*B. Curb cuts across sidewalks in the Northgate core shall be minimized. An individual site shall have no more than one entry and one existing driveway per street, unless curb cuts are more than 300 feet apart.*

*C. If the pedestrian impacts of substantial development result in the need to increase the length of the signal cycle or phasing in a way that would increase the volume-to-capacity ratio at the intersection of 5th Avenue and Northgate Way, pedestrian skybridges crossing Northgate Way (between 3rd and 5th Avenues NE) and 5th Avenue NE (between Northgate Way and NE 107th Street) shall be used to minimize pedestrian/vehicular conflicts at the intersection of NE Northgate Way and Fifth Avenue NE. Adjacent substantial developments are strongly encouraged to directly connect their buildings with skybridges.*

*D. Safe, convenient pedestrian crossings shall be a priority at the arterial locations listed below.*

- 1. Northgate Way between 5th Avenue NE and 7th Avenue NE*
- 2. Roosevelt Way NE between NE 111th Street and NE 112th Street.*
- 3. Roosevelt Way NE at NE 92nd Street.*
- 4. 15th Avenue NE between NE 117th Street and NE 127th Street.*
- 5. NE 103rd Street and NE 100th Streets at 3rd Avenue NE.*
- 6. Meridian Avenue NE between N. 103rd Street and N. 105th Street.*

*E. Interior block pedestrian connections shall be created to facilitate continuous pedestrian circulation between the buildings of a substantial development and the adjacent public sidewalks.*

**I.G. 8.3: 1 of 1**

**Sub-Activity** Examine sidewalk network in the area bounded by NE 97th and NE 100th Sts. and 3rd and 4th Aves. NE; focus on links and walkways to improve pedestrian circulation.

**Sub-Act Comment(s)** The Northgate Coordinated Transportation Investment Plan (CTIP) preliminary project improvement list identifies numerous locations within the Northgate Study Area where pedestrian facilities are recommended. Jason Wachs 11/01/05  
Some recommendations proposed are outlined below for each street included in this sub-activity. This sub-activity has been listed as complete since the examination of this area is completed, which was the original intent of the sub-activity.

NE 97th St. - 1st Ave from NE 97th St to NE 92nd St: Reconstruct sidewalks on the east side of the street.

NE 100th St. - 5th Avenue NE Corridor - Northgate Way, NE 106th Street (Community Center), NE 103rd Street, NE 100th Street, NE 92nd Street, NE 105th Street, NE 112th Street, NE 85th Street / 3rd Avenue Corridor: NE 100th Street, NE 103rd Street / Meridian Ave N from Northgate Way and N 100th St: Provide bicycle lanes on both sides of the street / College Way from N 100th St to N 92nd St: Provide bicycle lanes on both sides of the street by converting the curb lanes / I-5 Crossing between NE 100th St and NE 103rd Street: Construct a pedestrian bridge over I-5 to connect North Seattle Community College with Metro Transit Center/future light rail / 3rd Ave NE from NE 100th St to NE 103rd St: Construct a three-lane roadway / NE 100th St and 3rd Ave NE: Add four-way stop and install a signal if needed in the future / NE 100th St from 1st Ave NE to 5th Ave NE: Provide sidewalks on the north side of the street / Transit Center Area - Walkway on the north side of NE 100th St

3rd Ave. NE - Northgate Way/5th Ave: Add westbound and eastbound double left turn lanes on Northgate Way at 5th Avenue by widening the south side of Northgate Way from approximately 8th Avenue to 3rd Avenue / Northgate Way and 3rd Ave NE: Reconfigure the Mall driveways and align one driveway on the 3rd Ave to create a four legged intersection. Consider truck access as a part of the access reconfiguration / Northgate Way and 3rd Ave NE: Provide crosswalks on all legs / North side of Northgate Way from 3rd Ave NE to 5th Ave NE: Place barriers at the edge of the sidewalk or in the median to discourage mid-block street crossings by pedestrians / 3rd Ave NE from NE 100th St to NE 103rd St: Construct a three-lane roadway

4th Ave. NE - No specific recommendations included in CTIP

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Dena Gazin  
08/17/04

Northgate Coordinated Transportation Investment Plan (CTIP) to begin in March, 2004 will address this and other transportation issues.

Tony Mazzella  
02/25/04

Look into added stamped asphalt walkways.

Ed Pottharst  
02/09/04

<b>Target Completion</b>	<b>Estimated Cost</b> N/A	<b>Status</b>	Completed
<b>Lead Agency/Contact</b>	Transportation; Tony Mazzella, 684-0811	<b>Priority</b>	Second

**Implementor Transportation**

**Matrix**            **I.G. 8.1**  
**Activity**           *Pedestrian Circulation System.*

*Develop a pedestrian circulation system through private and public actions as identified in this Plan. This comprehensive system identified in Figure 8, shall be developed in coordination with the other transportation, land use and open space policies of this Plan. The system shall include a combination of: pedestrian designated streets; pedestrian overpasses; interior block pedestrian connections; Green Streets; an urban trail; a Class III Boulevard; [and] special landscaped arterials.*

*A. Substantial development shall be responsible for the portion of the pedestrian circulation system that is adjacent to, or within, its site. The design and construction of the network shall be consistent with this Plan. However, the exact location of interior block pedestrian connections shall be at the discretion of property owners.*

*A1. The pedestrian circulation system shall  
      (a) connect to any plazas, adjacent parks or indoor open spaces; (b) connect buildings on the site with the walkway and adjacent street sidewalks.*

*A2. Sidewalks shall be required as part of substantial development adjacent to all arterials and any streets abutting multifamily and commercial development.*

*A3. All sidewalks not designated part of the pedestrian circulation system on Figure 8 nor subject to the provisions of Implementation Guidelines 8.1, 8.2.D.9, and 8.6, shall, at a minimum, include a 5 1/2 foot planting strip and a 6 foot (clear) sidewalk. (a) Landscaping within the planting strips shall be approved by [SeaTran].*

*B. All on-site pedestrian improvements may be counted toward meeting a site’s open space requirement.*

*C. All pedestrian improvements shall be designed to be accessible to persons with disabilities in accordance with the Land Use Code, Washington State Law and the Americans with Disabilities Act.*

<u>I.G. 8.1: 1 of 1</u>	<b>Sub-Activity</b>	Complete missing sidewalk sections on east side of 1st Ave NE between NE 92nd and NE 100th Sts. (by Marie Callender's restaurant) with stamped asphalt walkway.	
	<b>Sub-Act Comment(s)</b>	The Northgate Coordinated Transportation Investment Plan (CTIP) preliminary project improvement list recommended that a sidewalk be constructed on the east side of 1st Ave. NE from NE 92nd to just south of Marie Callender's (9538 1st Ave NE). The CTIP will be completed June 2006.	Jason Wachs 11/01/05
		2004 Priority Summary:The Northgate Coordinated Transportation Investment Plan (CTIP), the scoping of which began in the spring of 2004, will address this topic and other Northgate-related transportation issues. During the approximately one-year-long period it will take to develop the CTIP, SDOT will keep the Northgate community informed about plan progress via the Northgate stakeholders group and community forums. In addition, SDOT is currently updating the City Transportation Strategic Plan. Neighborhood parking management will be addressed in the update. The Northgate community will be kept apprised of the progress on this issue.	Dena Gazin 08/17/04
		Northgate Coordinated Transportation Investment Plan (CTIP) to begin in March 2004 will address infrastructure improvements and other transportation issues.	Tony Mazzella 02/25/04

**Implementor** SPU**Matrix** I.G. 14.1**Activity** Reduce potential runoff into Thornton Creek.

*A. [SPU] shall approve the discharge point for drainage water from substantial development and shall adopt rules specifying criteria, guidelines, and standards for determining drainage discharge points.*

*B. The design storm used to determine the runoff rate shall be a storm with a statistical probability of occurrence of one in twenty-five, in any given year. [SPU] shall adopt rules specifying the methods of calculation to determine the required storage volume.*

*C. The maintenance of drainage control facilities shall be the responsibility of the owner or other person responsible for the condition of the property. [SPU] shall have the authority to enter any property for periodic inspection and may require the owner and/or the responsible person to provide a periodic report regarding the maintenance of the drainage control facility.*

*D. To reduce peak runoff rates, recharge groundwater, and maintain stream flows between storms, infiltration systems are encouraged where there are no adverse conditions that may hurt their performance, contribute to unstable slopes, or become drainage problems for homeowners downhill from such a system.*

*E. Substantial development that includes land disturbing activities one acre and greater in area shall submit an erosion and sediment control plan as part of the application for a permit. This plan shall include provisions for stabilizing soils by application of suitable best management practices (BMPs).*

*F. Topsoil stockpiles should be covered to protect them from erosion. Cleared and graded areas should not be left without vegetation for prolonged periods of time. They can be seeded immediately after rough grading is completed. When clearing is near a natural water course, provisions must be made to protect the stream from sediment laden runoff.*

*E. Development of less than one acre may not require a formal erosion and sediment control plan, but use of erosion control techniques is still required to prevent soil from leaving the site.*

*F. In addition to these recommendations, it is important that any major changes to the natural drainage basis that would eliminate detention be prevented, if possible.*

*Note: the Plan calls for the Director of Engineering to supervise. Under current City of Seattle organization, Seattle Public Utilities and DCLU are the agencies responsible for implementing these recommendations.*

I.G. 14.1: 1 of 1 **Sub-Activity** Develop guidelines for homeowner installation of natural drainage/detention systems (include incentives, possible City/homeowner cost-sharing).

**Sub-Act** Updated October 2005. No changes.

Jason Wachs



**Comment(s)**

10/17/05

2004 Priority Summary: As part of the Northgate Resolution enacted in December 2003, Seattle Public Utilities (SPU) has been charged with identifying natural drainage options for private properties and developers. In addition, Department of Planning & Development (DPD) would be a natural partner in this project because it maintains a series of Client Assistance Memos that contain detailed information to assist homeowners and developers in complying with regulations and code, including drainage and grading requirements.

Ed Pottharst  
05/07/04

Although DPD has a role in coordinating activities in the Northgate area, seems to be a SPU project.

John Rahaim  
03/02/04

Joint effort between DPD and SPU.

Nancy Ahern  
03/02/04

As part of the Resolution passed by Council in December, SPU has been charged with identifying natural system options for private properties and developers. This process is just beginning. There has been no discussion of "incentives or cost-sharing"

Nancy Ahern  
03/02/04

This would be directed towards residential community on hillside east of 5th Ave. NE, which drains into Northgate/Thornton Creek basin.

Ed Pottharst  
02/09/04

**Target Completion****Estimated Cost** N/A**Status**

In-Progress

**Lead Agency/Contact** SPU; Miranda Maupin, 386-9133**Priority**

Fourth

**Implementor** KC/Metro**Matrix** I.G. 7.1

**Activity** *Increase transit service to the Northgate Transit Center from surrounding neighborhoods and major destinations.*

*A. Increase transit service between north-end neighborhoods and the Northgate Transit Center to reduce dependence on private vehicles to access Northgate area employment, services and residences. Transit service coverage and frequency, necessary to accommodate growth, shall be prioritized as summarized...on pg. 24-26 of the Plan.*

*B. Prioritize improved north-south service to the Northgate Transit Center on Greenwood Avenue, Aurora Avenue, Meridian Avenue, I-5, 5th Avenue NE, Roosevelt Way NE, 15th Avenue NE, 25th Avenue NE, Lake City Way NE, 35th Avenue NE, and NE Sand Point Way. Advocate transit service which would travel east-west along either Northgate Way NE, NE 125th Street, or a portion of N. 92nd Street or N. 115th Street.*

I.G. 7.1: 1 of 1

**Sub-Activity** Explore feasibility of increasing transit service to the Northgate area by shifting busses from 5th Ave. N.E. to 1st Ave. N.E.

**Sub-Act  
Comment(s)**

The Northgate Transit-Oriented Development concept ultimately selected for this location will preserve the site as a vital public transportation hub in north Seattle. The site will continue to be an important transfer point and could accommodate such additional services as light rail and monorail stations. Weekday bus trips through the Northgate Transit Center now total 785, with more than 7,000 passenger boardings each day. By 2020, Northgate light-rail ridership is forecast to be 10,000 boardings per day, with 75 percent of those riders arriving and departing by bus.

Jason Wachs  
10/18/05

Integration of the bus transit center and light rail and monorail stations at Northgate with high-density, mixed-use urban development on the super block south of the mall will increase transit ridership and help the

City of Seattle achieve its growth management targets.

Elements of the design concept:

1. Traffic relief. Traffic congestion on 1st Avenue NE and 5th Avenue NE would be relieved by intersection and signal improvements, additional lanes on NE 103rd Street, and the development of a new street, 3rd Avenue NE, that connects the existing office park south of NE 100th Street with the mall north of NE 103rd Street.
2. Parking. The existing capacity of the four park-and-ride lots at Northgate is approximately 1,400 stalls. The TOD project would replace these stalls and provide more spaces for commercial and residential use.
3. 5th Avenue NE park. King County could surplus the park-and-ride lot at 5th Avenue NE and NE 112th Street, located next to Target and Best Buy, providing an opportunity for the City of Seattle to purchase it for creation of a park.
4. Environmental friendliness. King County is studying the feasibility of sustainable building practices, such as green roofs for the buildings.

Additional Features:

1. Bus-rail connections. By relocating the Northgate Transit Center to 1st Avenue NE, King County could provide excellent connections for passengers transferring between Metro buses and both the future Sound Transit light rail station and a potential monorail station. King County Metro Transit and the City of Seattle have tentatively agreed that this proposal should be considered for further study.
2. Stormwater. Stormwater from the TOD project would be detained on site and potentially directed to the City of Seattle's stormwater treatment feature, the Channel at Thornton Creek.

The City of Seattle is investing in Northgate to revitalize one of Seattle's major urban centers. Work is already underway on the Northgate Coordinated Transportation Investment Plan (CTIP)-a plan to implement improvements for walking, bicycling, transit and automobiles. Enhanced access combined with good vehicle and pedestrian circulation will contribute to the economic viability of the commercial core, attracting customers, visitors and employers. The results of the CTIP will recommend projects and programs that support the creation of a dynamic regional shopping and commercial center with dense multifamily development surrounded by residential neighborhoods.

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Dena Gazin  
08/17/04

Northgate Coordinated Transportation Investment Plan (CTIP) to begin March 2004 will address transit improvements and other issues.

Tony Mazzella  
02/25/04

"The six 5th Avenue NE bus stops between NE 103rd and 112th streets attract an average total of 2,800 weekday boardings-people getting on and off" [From Barbara Maxwell, Stewardship Chair]

Dena Gazin  
02/12/04

**Target Completion**

**Estimated Cost** N/A

**Status** In-Progress

**Lead Agency/Contact** KC/Metro; Ron Posthuma, 206-684-1007

**Priority** Fifth